

50,000 COMMUTERS IN TRAIN TANGLE

Explosion Shatters Schedules of Delaware & Lackawanna and the Erie Roads.

MISHAP AT RUSH HOUR

For Two Hours Great Crowd Scrambled About for Transportation.

The explosion in Kingsland yesterday shattered the schedules of the Delaware and Lackawanna and the Erie roads, and sent not less than 50,000 commuters scrambling about the country, so that those who lived in the vicinity of Lyndhurst reached their homes after a delay of two or three hours caused by taking circuitous routes. Others suffered proportionately inconvenient delays.

The road which appeared to suffer the most was the Erie. The main line of this system runs from Jersey City through Rutherford, about a mile and a half to the north of the scene of the mishap, and for an hour and a half lay on this line was tied up. This occurred just when the rush hour crowds were beginning the homeward journey, when trains are usually run on an average headway of one minute and forty seconds.

Under ordinary circumstances during the hour and a half when the passage of trains was rendered impossible by the rain and rain of shells from the munitions plant, about fifty trains are due to go over this route. When the railroad officials did endeavor to restore traffic about 10 P. M. the service was still crippled for several hours.

Line Discontinued.
The line affected on the Lackawanna was the Bonton branch, where the traffic is only about half as heavy as on the Morris and Essex division, the other suburban route from Hoboken. The Bonton line was discontinued beyond Secaucus and all passengers who lived in Lyndhurst and points beyond had to be shuttled west on the Morris and Essex line to Denerville, where it met the Bonton road, and then transferred east again on a shuttle train to their objective stations as far as Lyndhurst.

Naturally this led to vast confusion, and commuters who felt disinclined to chance such a roundabout way—and few availed themselves of it—cast their lot with the trolley system. Congestion resulted thereby on the trolley lines. Many of them tried to telephone home, but the heavy load on the wires caused a congestion in this quarter. The telephone and telegraph lines were also handicapped by the damage done to their equipment by the concussion. On the Lackawanna branch of the Western Union twenty wires were broken, and the system along the Erie was intact.

The telephone wires were likewise affected. In the vicinity of Kingsland and Lyndhurst all of the telephone wires were put out of commission, and wives who wanted to assure their husbands that they were unharmed but scared, had to walk through the blinding gale to Rutherford. Even there connections with the outside world could be made only after long delays.

Very Little Real Damage.
Late in the evening the Rutherford manager reported that the trunk lines were working properly and no more trouble was looked for in this and in New York city there was a heavy run of calls on the telephone following the first shock, as thousands of persons for the first time learned the details of the disaster. Many of them were excitedly to learn whether another Black Tom explosion had occurred. The Western Union had no idea when the damage to the line was reported, but as the workers could not venture near the stricken wires because of the continued explosions.

On the Erie the only damage reported was the breaking of two windows in the tower house in Rutherford. The station here lies about two miles to the northwest of the munitions plant, and until this morning it was still believed that neither the Erie nor the Lackawanna had a train close to the scene of the disaster.

The nearest train was No. 56, east-bound on the Erie, and that was passing by Paterson, twelve miles away, and was held up in time. On the Lackawanna, train No. 4, the Chamber of Commerce Special, one of the few long distance trains that use the Bonton branch for entering Hoboken, was twenty miles away when the blowup occurred. It was recalled to Denerville and served the Morris and Essex division, so that the train, due at 4:45, arrived about five hours late.

At 4:10, when definite word of the outbreak first reached Jersey City, the Erie officials decided to take no risks and suspended traffic. About the same time the Lackawanna chiefs called off all service to Kingsland, started a shuttle service to Secaucus and carried all passengers dwelling beyond over the southern division to Denerville and back without extra fare. It meant much extra mileage, however, and about 60 per cent. decided to use the trolley.

The trolley lines were also blocked for a time. The Hoboken and Jersey City line, where many rural residents transferred after riding from the railway terminals, passed at one point within a mile of the Kingsland plant, and service was interrupted until after 5 o'clock. After that more than a dozen extra cars were run to cope with the extraordinary loads of baffled commuters.

HOTEL MEN AT ANNUAL DINNER

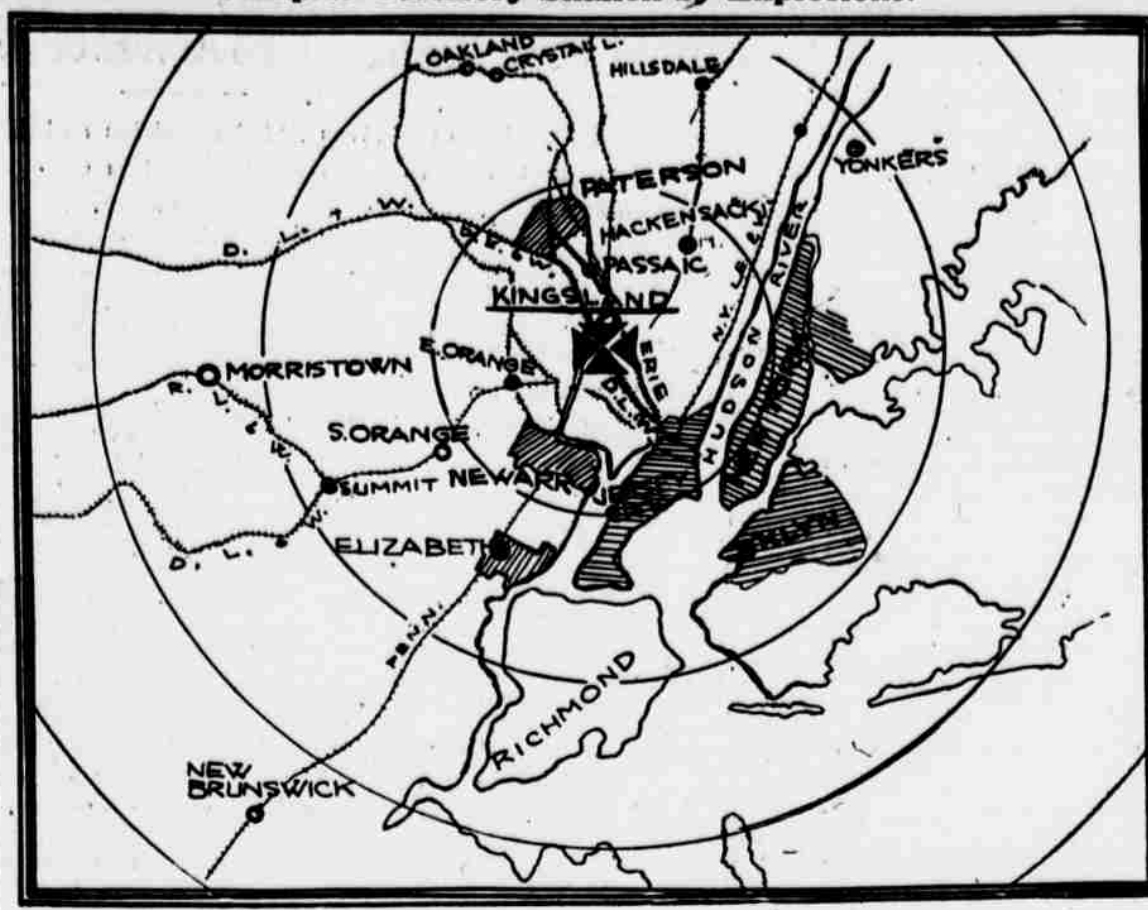
Mayor Tells Them He Is Not Responsible for New Year's Eve.

A national prohibition, the H. C. of L. New Year's eve early closing laws and other things at the New Year's party topics of discussion last night when the Hotel Association of New York held its thirty-eighth annual dinner in the Waldorf-Astoria. The guests were the president of the association, Mayor Mitchell, Dr. Wolf Hopper and Wilton Lackaye were the principal speakers.

"Being a Southerner, I can't understand why the South is anxious for prohibition," said Mr. Green, and commented on the message of Gov. Whitman urging the New Year's party. The same voice in local option was the up-late towns by saying that "it is the first time in the history of the Empire State that the people have been suggested that this city should enjoy any of the rights and privileges of up-State."

Mayor Mitchell told of the Mayor's conference to control food supply and prevent inflation and pointed out that hotel men, who would benefit, should cooperate. He suggested that the profits through having to shut down on New Year's eve, but explained he was not responsible for the fact that the day was Sunday.

Map of Territory Shaken by Explosions.



Indicates how the accident was bound to tie up commuter travel. The circles are eight miles apart. The circles are eight miles apart. The circles are eight miles apart.

\$5,000,000 BLAZE IN N. J. MEADOWS

Continued from First Page.

A radius of twenty-five miles from the plant. Manhattan, nine miles eastward and across the North River, was shaken and started. The Bronx waterfront rocked to the steady roaring. Even Brooklyn, across two rivers, felt the convulsed air.

50,000 Commuters Stranded.
Two railroads, the Lackawanna and the Erie, just getting ready with strings of eastbound locals for the rush of evening commuters, were suddenly tied up, with the result that probably 50,000 commuters were stranded in Manhattan or on the very fringe of Jersey. Hospitals, a penitentiary, various public institutions had to deal with sudden panics.

Hundreds of thousands of persons upon this side of the river or somewhere in acrossed Jersey dropped everything to rush for the telephone and demand instant news. The telephone service sagged and broke down under the rush. It was Black Tom over again, in the daylight it is true, but with features scarcely less disturbing.

At the time that the explosions were going on in most savage violence the impression conveyed to listeners some distance, a few miles away was as if an unending succession of heavy trucks was rumbling over a wooden bridge, the air shaking with the vibration of great wheels, and frequently in the ominous, disturbing rumble, heavier than thunder, were appalling shocks of explosion. The rumble of great wheels resembling thunder was the chorus of small calibre shells incessantly bursting as the fire reached them in their storehouses. The greater shocks were from the large calibre shells, fewer in number, as they let go under the expansion of terrific heat. They that stood near to the roaring chaos caught as they listened even the shrill whistle and shriek of shells in flight before bursting.

Resembled Battle Noises.
The chorus was the combined noises of a great battle. Paterson, East Orange, Hackensack, Passaic, Arlington, Newark—twenty towns in a chain of cities—as well as Manhattan experienced alarms and echoes similar to those familiar to French towns behind the lines of a major battle. It was a chorus that lasted for hours, though slowly lessening. Beginning at about 3:30 P. M. it reached its crescendo height at about 5 P. M., then fell off slowly, but was still rumbling and occasionally exploding heavily through the night.

From the heights of Jersey land and where around the deserted town of Kingsland—deserted because the police cleared it of its 7,000 inhabitants and drew lines in a great circle two miles from the volcano that had been a munitions plant—the eye comprehended what the ear had failed to understand.

Toward evening, just as dark came on, the twenty-acre plant glowed with vicious red flame. Low, drifting clouds of dirty yellowish black smoke hung less than 200 feet above the red glare. And incessantly the smoke was riven and split by vivid explosions as shells were flung skyward to explode in the smoke pal.

Persons who had viewed the frightful beauties of the Black Tom explosion five months and a half ago were sure in their own minds that the spectacle of last evening was scarcely less impressive.

Plant Worth Over \$4,000,000.
According to an official of the company, the total valuation of the Kingsland plant and its stock of explosives is between \$4,000,000 and \$5,000,000. Two huge magazine warehouses of explosives, worth about \$150,000 each, were destroyed. In the rest of the plant there were about 200,000 three inch shells, valued at \$15 each. The plant was bonded to the extent of \$100,000 for damage to the towns about.

At the time the bond was issued the company applied for \$1,000,000, but came down to the lower figure. There were twenty-four carloads of completed shells, which had just been loaded onto a train on a railroad spur, preparatory to being shipped to an ammunition depot at Tompkinsville, as was the daily custom. The average daily output of the plant has been thirty carloads.

Of injured would scarcely exceed a dozen. Six men were being treated in the Jersey City Hospital for shock or for slight injuries. Two or three were in Newark. One was in a hospital at Kearny. But so far as could be learned from police, medical services or company officials, the casualties were miraculously slight.

There was some talk of men missing, among them Edward Burnell, assistant superintendent of the plant, but Burnell showed up eventually. The general manager of the Canadian Car and Foundry Company, E. W. Harkness, told THE SUN that he was positive there had been no loss of life and that he believed few were even slightly hurt.

He spoke of Miss McNamara with his hat off, as hundreds of others who had fled safely from the sudden terror spoke of her last night. It was emphasized from a dozen sources that one girl's bravery stood between many hundreds of men and shocking death.

Refugees Are Succored.
A dozen Jersey towns and cities around Kingsland cared for the refugees last night, providing them with places to sleep, with warm clothing and with good hot food and coffee. They were quite homeless. Kingsland was unsafe for any one. Its rows of houses stood empty and black, many torn and shattered by the rain that fell upon them in the late afternoon. It occurred to many who looked down upon the evacuated town from a high ridge three miles away that it must bear a sort of resemblance to many a town in northern France.

The Bergen county authorities started an investigation promptly—put the machinery in motion while shells were still exploding in the cloud pall over Kingsland—but it was impossible for them to get a toe hold last night. There was chaos and confusion beyond imagination. It was too dangerous within half a mile of the ruins for investigation officials to venture. They will try to begin the inquiry to-day.

Thomas J. Harkin, Bergen county prosecutor, took charge, interviewed officers of the Canadian Car and Foundry Company and promised a statement for to-day. The inquiry will begin of course with an attempt to fix the cause of the fire.

Blaze Started in Shed 30.
It is certain that the blaze originated in shed 30, a cleaning and polishing shed, where the big shells are treated with gasoline before being packed away in the shell cases. One account has it that the cause was a can of gasoline. Another furnished to the Kingsland police is that a short circuited electric wire dropped live sparks into a can of gasoline. Of course he appears to have started accidentally and to have spread so rapidly and completely simply because of the vast quantities of inflammable materials everywhere at hand.

As has been said, there were thirty-six buildings in the great plant, which covered twenty acres of the meadows a mile and a half from the town of Kingsland. Kingsland lies midway of a north and south line between Newark and Paterson and about midway of an east and west line between East Orange and Weehawken.

Of the thirty-six buildings, every one exactly like its neighbor and all low, one or two stories high, with concrete floors and sheet iron walls and ceiling, five were magazines, each holding 500 tons of T. N. T. or smokeless powder. The rest were probably 500,000 shells, most of the 3 inch variety, although some were of larger calibre, were completed or nearly so.

A constant calling for that many was to have been fulfilled within two weeks. In addition to these ruin making potentialities there were all manner of explosive and inflammable substances of chemicals stored in the numerous buildings. It is impossible to imagine a more perilous spot for fire to arise.

Work Was Going Full Till.
Work was humming in the late afternoon, with all sheds going full tilt. Harkness busy at his desk, Tessie McNamara chewing her gum at the switchboard, black smoke pouring from the high stacks, when the first alarm came through Tessie's quick eyes and cool judgment.

At 3:40 P. M. there were three men in the cleaning and polishing shed besides the usual crew. These were Chief checker, Lark, M. D. McArthur, the fire chief of the plant, and William Langan, his assistant.

The workers were busy with thirty shells, which were being cleaned with gasoline and lined with shellac in order to make the stuffing of explosive adhere well to the inner shell wall.

It may be remarked here that the Canadian Car and Foundry Company, according to the statements of its officials last night, manufactured no shells, but merely fills them. In other words, it receives complete shipments of new empty shells and of explosives, and the plant was used to assemble the explosives in the shells. This is considered, of course, to be the most dangerous part of the whole munitions business.

McArthur and his companions were watching the shell cleaners when sparks from a defective polishing machine, so one of them says, fitted squarely into a can of gasoline. There was a flash. One of the men nervously kicked over the blazing can. The flame ran like a brook of fire to puddles of gasoline upon the floor, ensnared them, fed itself, leaped to the big tank with its 200 gallons of new oil and the whole shed was roaring.

At that minute the telephone bell in 30 rang insistently. Tessie was on the

job, though there was no need here, for McArthur was already sprinting for the fire house and yelling orders to sound the siren. So many things occurred within the next five or ten minutes that no one who was actually in the volcano could remember the exact sequence of events.

They all remembered a great stir of warning with the siren blasting three long whistles, with the men piling like rats out of the imperilled buildings, glancing around all started for a moment and then legging it as fast as they could go toward the gates, with the flames from shed 30 reaching the freight cars full of T. N. T. and then leaping for the piled up shells in shed 25, with the first ear rending crashes as the shells in shed 25 began to let go.

The last stragglers were struggling clear, some of them terror stricken because the flames had barred their way toward the gates and had forced them to scale the high iron fences. They remembered as a sort of bad dream the terrific steady and crash of explosions, the stately drone and rumble as shrapnel let go and the frequent jarres, shaking delirious as the heavy shells added their uproar to the main chorus.

Half the Buildings Ablaze.
They remembered that half the buildings in the place were burning as the men swarmed panic stricken down the roads toward Newark or Rutherford or fled to the safety of the meadows. They recalled that hot shell fragments were dropping all around them, landing with the ring of metal upon sheet iron roofs or thudding into the dust. They saw workers hit by these descending fragments and remembered that the last they saw of some of the men was that they were shrieking with the pain of death as they ran.

The peril from falling shell fragments was by no means confined to the vicinity of the plant. In Kingsland dozens of houses are pitted and scarred. Winding roads went to smithereens for miles around under the relentless concussion. Passengers on Erie and Lackawanna trains were endangered. Persons riding in automobiles had narrow escapes.

The car shops of the Lackawanna Railroad were scarcely half a mile from the munitions plant, and 200 men in those shops had the fright of their lives when the crashes began and shell fragments started to hammer upon the roof or smash windows. The shop buildings were shaken and many windows were broken, but no serious damage was done at that spot.

Penitentiary Is Rocked.
The Snake Hill Penitentiary, about a mile distant, was rocked by the continuous heavy explosions, and the 200 prisoners were sick from fright. All the convicts were in the yard, and when a horde of negroes fleeing from the burning plant passed the penitentiary shouting that the world was coming to an end and that the day of judgment was here, the troubled warden was almost ready to believe it. Keepers found it hard to control the men, who were in the wildest of fright.

Kelley, the warden, went to the roof of the penitentiary, looking at the Kingsland, saw something which resembled all of the fireworks in the world going off—gigantic skyrocketing clouds of black smoke and fire, the phenomena forced upon Kelley's mind that he would like very much to depart from that part of Jersey. Of course he didn't. Nearby also were several hospitals and the doctors and nurses found it difficult to quiet patients who were sure, in their nervousness, that there were to be burned alive or blown up.

There was literally, for an hour or more, a reign of terror throughout Union township of Bergen county. The town was a good many times over lessening force over a mighty wide range of country. From reports that came to the newspapers offices in the afternoon, there were a good many thousands badly scared people in Manhattan. The trouble was they didn't know and couldn't find out just what had happened. They were hearing a persistent uproar as if the world was going to smash, and there was nobody to tell them that it was only

a munitions plant gone to smash in the Jersey meadows.

Sheriff deputies from Kingsland and the police from Rutherford, Lyndhurst, East Rutherford and half a dozen other small towns hurried to the vicinity of the plant—to a line as near the ruin as they dared venture in that rain of shells—and took charge of a bad situation. Kingsland, a big circle which finally had its circumference two miles from the flames and blasts and they held up every person, no matter who, who tried to get near.

In the early evening two New York detectives sent out by Police Commissioner Woods with a message of offered help were held up by the police. They were glad of it, because it looked like a daring death to advance beyond the police cord. These men were Detectives Sergeant Kingsland and Taylor, and one of them was very nearly laid out by a spent shell fragment which crashed down into the automobile they were driving.

The next step taken by the Sheriff's deputies and police was to clear the town of Kingsland of every human being by living chained them by the police dogs and tried to evict the cats. By nightfall Kingsland, growing sooty with the dirt fall from the pall over the plant, was a desert.

Then the roadways were choked with refugees, miserable that had hastily snatched up a few prized belongings before being pushed onward by the police. There was another reminder, and a vivid one, in this outcome of the fire and explosion of some slight details of the war in Europe—the flight from the hostiles by the women carried their babies. Children led by the hand old men and old women. Here and there was a child's toy wagon piled with household necessities.

Dodge Shells Under Trees.
Occasionally as the rain of shell fragments increased mothers fled to the refuge of trees, holding their babies very tightly toward the trees, as if the women carried their babies. Children led by the hand old men and old women. Here and there was a child's toy wagon piled with household necessities.

A Quick Burial.
The afternoon and evening teamed with incident. In a cemetery not 200 yards from the main gate of the plant the burial of an Italian was being held. When the first shell crashed struck upon the heads of the mourners they hasty lowered the coffin into the grave and fled. Probably seventy-five of the escaping workmen lost themselves in the late night of high explosive shells in process of construction. Back of all were the meadows, which get marshier and more impenetrable the further you go.

Heard Danger Signal.
"As I started for the entrance, a quarter of a mile away, I heard the danger whistles start from all the buildings. In back of me the first runners were coming out. There was only one way to safety, the Valleybrook gate, guarded with iron doors and about thirty armed watchmen. The plant, located in the meadow, is some distance lower than the road, and several flights of stone steps lead up to the gate.

"I was just climbing these steps when the first explosion came. It lifted me off my feet, blew my hat and glasses far away and almost put me out of business. Outside the gate a running mob of screaming women and panic stricken men, with a sprinkling of little children, was gathering. I yelled to them to run away. In back down in the company's grounds, the workmen were trying to escape.

"It looked as though they were caught like rats. As I say, the manufacturing buildings were all located back of the finishing building, which meant that if the men wanted to get to the gate and escape they had to pass directly through the fire. The only other course was to flee to the meadows, where they could only wade a certain distance and then stand still.

Shells Popping Rapidly.
"The TNT shells were popping off rapidly. I don't know how many there were in the first explosion, but I saw several carloads just outside the door waiting to be sent to the packing building. I believe there were about 25,000 tons of high explosive shells in the plant. There was no shrapnel, for we stopped making that a little while ago, but these big sixteen pound TNT shells sounded worse.

"There were about 1,500 men in the plant. Up to a few days ago there were 2,500 employed, but then the night shift of 300 was laid off. I don't know how many of the men made their way safely through the fire to the gate."

Shells Hurling Three Miles.
Pieces of shells were picked up more than three miles from the plant. A saloon near Kingsland on the main road about a mile from the plant was boarded early in the afternoon and the walls carved in. Four of the porch pillars were shot clean away. A dozen curious looking men were seen in the vicinity of this aimless bombardment. A large shell fragment tore through the kitchen

of a house in Kingsland and ripped its way out through a girl's head.

All Jersey for miles about and Manhattan as well, offered help the minute the extent of the fire and explosion was realized. At the time it was assumed there was a large loss of life. Every hospital in Newark sent doctors and ambulances. Jersey City sent doctors and ambulances from Christ Hospital, the City Hospital and St. Francis Hospital. Hoboken contributed and New York, Hudson, Paterson and several other cities were quick to volunteer help.

Police Commissioner Woods here in Manhattan had a special force of picked men with first aid kits ready to hike for Jersey, but was assured soon that their services were not needed. The Commissioner kept his men in the city, and telephone wires out of commission and had the electric light wires out of work. The whole district around the burning plant was dark last night, lit only by lanterns and torches or by the flare of bonfires.

New Yorkers See Fire.
From vantage points of skyscraper roof tops thousands of persons in New York watched fitful flashes from the munitions plant run up to late last night, and even heard occasional detonations. In Jersey towns near the plant residents in the early evening could see shrapnel bursting high in air and fall perhaps miles away.

All through the Oranges and in Montclair people felt the disturbance and were carried police and firemen. Children, away up the Hudson, caught the echoes and wondered what had happened. Mount Vernon speculated as to whether the explosion was the result of the bombing New York City. Yorkers sensed the explosion shocks and could see the far off glare. Even Rockland county was aware of something big in the air. Explosions had occurred and the heavy rumblings were audible in the yard of Sing Sing prison.

One of the many personal experience stories told in the early evening was that of Casper J. W. Krack, who is a surgical nurse in the plant hospital. He was at his home, 512 East 165th street, The Bronx, when he gave an account of his experience.

"The layout of the Canadian Car and Foundry Company's plant is somewhat like this: A quarter mile back from the Valleybrook road entrance were the offices of General Superintendent W. E. Harkness, the paymaster and the chief keeper—all little one story frames. Then there was the hospital. Back of these were the finishing and packing buildings. Still further back were the manufacturing buildings, nearly twenty in all, all full of high explosive shells in process of construction. Back of all were the meadows, which get marshier and more impenetrable the further you go.

Loss of Life Feared.
The plant still feared late last night that a few of the refugees had lost their way in the darkness. Several men were seen in the meadows, and one was seen to be drowned. Dr. King had been having a lively time himself.

The hospital is near enough to the plant to have endured most of the terror of the day, and the 900 patients were tremendously excited. But they were soothed not so much by words as by ice cream, which, according to the doctors, never fails to quiet them. Dr. James T. Mosbach, chief of the hospital committee, rushed gallons of ice cream to the institution as soon as he heard the state of mind they were in, and toward evening Dr. King reported his people were as quiet as lambs.

Looked as though death from exploding shells in eagerness to rob deserted houses. Last night fifteen men who had come forward and had offered their services as volunteer policemen were arrested by Chief of Police McIntyre of Kingsland. They were charged with looting and were locked up in the police station at Union township. Mayor King issued orders to his policemen to shoot to kill if they detected any more looters about.

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SHELL CONTRACTS FOR \$133,000,000

Canadian Car and Foundry Co. in Big Deals With Russian Government.

WORK IN THE LAST STAGE

Stock One of First 'War Brides'—Huge Profits at First Reported.

The Canadian Car and Foundry Company's big Russian munitions contract calling for approximately 2,500,000 shrapnel and 2,500,000 high explosive shells was in the last stage of completion when the fire started yesterday afternoon in its plant at Kingsland, N. J. The plant was an assembling point for parts of shells manufactured in the United States, but was only a small unit of the company's properties.

The company obtained the plant shortly after the outbreak of the war, and since that time has practically tripled its capacity. The plant was used almost exclusively for assembling its first big order, which amounted to \$50,000,000, but when the company obtained a second contract from the Russian Government for \$50,000,000 more of similar shells much of the work on the shells was done at Kingsland.

Canadian Car and Foundry stock was one of the first "war brides." During the initial boom in munitions stocks it rose to as high as \$100. It was then thought that the company had obtained the "cream" of the war contracts placed here by the Allies. The concern took its first order for 5,000,000 shells for the Russian Government in the early part of 1915, and at the same time obtained an option on future orders. Its first order, because the company was unable to fill it at its own plants within the specified time, was shared with thirty-seven steel and power companies in the United States, which were to supply parts of the shells were sublet in Canada.

Great Profits Reported.
All this time reports were coming from the Canadian Car and Foundry Company's offices of great profits on its munitions contracts. It being estimated that the total profits would be about \$20,000,000 on its first order. At the start the Russian Government advanced the company \$20,000,000 to enable it to proceed at once with the work of turning out the shells. The company was heavily bonded to insure the fulfillment of its contracts at the specified time.

In October of the same year Nathaniel Curry, president of the company, had announced to the stockholders that the

company had obtained another war order from the Russian Government. He estimated the company's profits for the year ended September, 1915, at \$15,000,000, and at the same time it was generally understood that the new order was for \$50,000,000 more of shells.

All of these profits, however, were reported before the company had begun to hear from the companies to which it had sublet contracts for parts of the shells. Some of the parts delivered to the company did not fit the specifications demanded by the Russian Government; some of the companies were late in delivering their parts. All of this delayed the Canadian Car and Foundry Company in making deliveries to the Russian Government.

The delays also cost the company a great deal of money, making it necessary in January, 1916, to seek \$10,000,000 more working capital in order to carry out contracts. The company canvassed the banking institutions in Wall Street with a view to borrowing the additional capital, but without success. Meanwhile the stock in two days trading on the Curb fell almost 50 points.

Russia Advances Money.
In a day or two after it became known that the company was in need of additional working capital the Russian Government came forward with \$10,000,000. The company then submitted to a revision of its contract, through which a new company, the Agency of the Canadian Car and Foundry Company, was formed to take over all of the company's munition contracts. The Russian Government took over complete supervision of the making of the shells and extended the time for the delivery of the first 5,000,000 from March 1, 1916, to September 1. Several expert munition men were added to the company's board at the time, among them Col. Dunn of the United States army.

The Canadian Car and Foundry Company is one of the largest Canadian industrial concerns. It has an outstanding capital of \$7,250,000 of 7 per cent. participating cumulative preferred stock and \$4,225,000 of common stock. In addition it has a bonded debt of approximately \$10,000,000.

POWDER MEN INDICTED.
Grand Jury Action Follows Explosion at Morgan's Station, N. J.

NEW BRUNSWICK, N. J., Jan. 11.—An indictment against officials of the American Smokeless Powder Company of Morgan's Station was returned by the Middlesex county Grand Jury this afternoon. The indictment charges the company with manufacturing powder in contravention of law. It is expected the officials of the company will appear before Judge Day to-morrow to plead.

Clarence Patterson, a witness, was returned by the grand jury. The indictment was the result of an explosion that took place in the works at the company's plant on December 15, when Mrs. Nelson Grover, wife of the watchman, who was sleeping on the second floor of the place, was killed. Her children were also injured, but recovered later in the Perth Amboy Hospital.

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Recessed marking; 31 dwt.
75c each; \$9 a dozen

A great ball against the wind. Approaching and putting qualities unsurpassed.

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To the New York Public

The present trouble with our drivers, resulting in their lock-out, is due entirely to the fact that in our eagerness to get started we employed the wrong class of men—men who were inspired by other cab companies that couldn't meet service and the rates of the Black and White Cab. Now, we are going to start all over again, and this time on the Chicago basis, the profit sharing basis, or a commission with salary guaranteed—the basis which has made the Yellow Cab of Chicago celebrated the world over.

We are going to employ new men whose sole thought will be for The Black and White Cab Company and its patrons. Owing to the peculiar working conditions in New York we had to employ New York taxicab drivers. Now we are going to employ decent, ambitious men, and see that they earn from \$30 to \$50 a week, precisely as they do in Chicago. The fellows who have made the trouble are locked out for good. Had they been self-respecting men, eager to earn a living, they would not have caused this strike. We will educate our own men now, and make drivers if necessary, so for a few days we will be closed up to work out our plan, and we ask you to be patient with us.

You see, don't you, that it is rather a difficult thing to give you the cab service you want? But we will fight it out on that line if it takes all winter, and the new men we put on will be educated our way, and they will stick to the last ditch.

Thanking you for past patronage and asking your indulgence, we remain

The BLACK and WHITE Cab Co.

FOUNDED-1856

GETTING in on the ground floor. Our showing of Winter suits and overcoats at their present moderate prices typifies maximum value at minimum cost. Prevailing conditions in the wool market indicate higher prices—the tendency is upward, but our prices shall remain normal.

BROKAW BROTHERS
1457-1463 BROADWAY
AT FORTY-SECOND STREET